OTTINGER BILL

Van Benschoten Says McAdoo Demands Quick Action-Craig Wires Opposition.

Special Despatch to Tan Sun ALBANT, Feb. 27 .- There would have been no coal famine or freight congestion in New York city during the past in the opinion of Ira A. Place. winter, in the opinion of Ira A. Place, counsel for the New York Central Railroad Company, if "the solution of the West Side freight terminal problem had not been made the football of politics for several years before the war."

Mr. Place was discussing a telegram sent by Charles L. Craig. City Compitroller, to the Senate Cities Committee opposing, on behalf of the New York city Board of Estimate and Apportionment, the Ottinger bill, which creates ment, the Ottinger bill, which creates a terminal improvement commission to solve the New York Central West Side

This bill was prepared by the com-nission appointed by Gov. Whitman, of thich William H. Van Benschoten was chairman. It provides for a commis-sion of seven members composed of the New York city Mayor and Comptwo members of the New York Gov. Whitman.

Hervey Opposes Bill.

ew York city Public Service Commis-on and Board of Estimate and Appor-onment in the solving of this problem. iblic Service Commissioner Hervey at hearing on the bill to-day declared it was unnecessary to establish a new commission and that any additional power needed to settle this question should be given to the Public Service Commission and the Board of Estimate.

tens Union, thought the Public Ser-rice Commission should be permitted to complete its plan for a West Side sub-way, but that it should not be finally

City Club, thought the work should be that is what we ask in the Ottinger bill."

Taken away from the Public Service In his telegram to the committee Commission and the Board of Estimate Comptroller Craig said: New Jersey Port Commission. Mr. boards authorized to commit the city to partly be Place declared that the Elsventh avegreat expenditures. Any of the purposes injured. sue track question should be settled like sought to be accomplished by this bill \$120,000.

the army.

missions.

BLAMES WEST SIDE

Other grade crossing problems in Buffalo, Rochester, Utica and Albany.

"A problem ten times more difficult was solved when the Grand Central passenger terminal was completed," said Mr. Place. "We should be permitted to effect a similar improvement in our freight terminal. This question has been a political football for the past ten years. Otherwise, it would have been completed before the war, and there would not have been the coal and food the consent of the Board of Estimate and Apportionment and Public Service Commission. "The new commission is authorized to obligate the city of New York without limitation under an agreement with the New York Central or other railroads for the coal of making additional activities. The proposed the coal and food without the consent of the Board of Estimate and Apportionment and Public Service Commission. "The new commission is authorized to obligate the city of New York without limitation under an agreement with the New York Central or other railroads for the coal of making additional activities. The proposed the coal and food without the consent of the Board of Estimate and Apportionment and Public Service Commission. "The new commission is authorized to obligate the city of New York Central or other railroads for the coal of making additional activities. The proposed the city of New York Central or other railroads for the coal of scarcity last winter, due to lack of trans-

> Halted by Unthinking Howlers. "We cannot now lay an additional track or spur on the West Side. We should have been permitted to make this improvement when money was chesp. The Director of Rajiroads at Washing-

for years because of the howl from the unthinking regarding the granting of permanent easements and valuable land to the New York Central when as a matter of fact such things are mere chicken feed compared with the big in-creased taxable values which would result when our freight improvements are completed along the West Side, which now from a business standpoint is prac-

"Before our passenger terminal at Forty-second street was completed the New York Central paid \$700,000 a year on its property there. Now we pay \$3,000,000 a year, and this does not take into consideration the increased value. into consideration the increased value of other real estate not owned by the Central in that region. What is needed is a commission with power and intelligence which will have the owned to carry out any plan it may decide upon."
"We need a commission that will get right on the job and put this thing over," said Chairman Van Benschoten. "The commission of which I am the bead feels that the West Side freight terminal propinto consideration the increased value that the West Side freight terminal proposition can be proceeded with at once and planned so that it will fit into any general harbor improvement plan that may be suggested two or three years from now by the New York and New Jersey Port Improvement Commission which has just asked the Legislature for

not wait that long. The people of New York city this winter paid a fearful penalty through the delay in making this improvement and the nation's war com-merce was delayed for weeks. You canway, but that it should not be finally agreed upon unless approved by the New York and New Jersey Commission. Which is working on a plan to improve the Port of New York, both in New York and New Jersey.

Richard C. Harrison, representing the Circ Club, thought the work should be In his telegram to the committee Comptroller Craig said:

3089 men from our ranks are now in

This impressive figure represents

In this Swift Legion of Honor, 103

When "Preparedness" was the

It is our local "West Point"-we

army khaki and sailor blue uniforms.

nearly a full regiment from this firm.

of the men have won commissions in

admonishment of the hour-the Swift

Military Club was organized - in it

know that its graduates are better

soldiers because they have gone into

the army and promptly promoted.

Some of them have won com-

Bonds, to the amount of \$3,879,700.

28,718 Swift employes own Liberty

The women employes of Swift &

They have donated large sums of

They have contributed to the war

funds of the Y. M. C. A. and Knights

Company, and the wives and mothers

of employes, have turned thousands of

pounds of wool into sweaters, socks, hel-

mets and scarfs for our men in uniform.

have been trained hundreds of men.

A Tribute

The patriotism of the employes of Swift & Company is being

manifested in so many substantial ways that we take pride in

acknowledging here the evidence of their staunch Americanism

week.

needs.

PACKING FIRM HAD **AGENT IN CONGRESS**

commission is given the power to do this without the consent of the Board of Esti-mate and Apportionment. "Under this the debt margin of the Eversman, Assistant Secretary Appraisal of G. O. P. National Comcity could be wiped out by this commis-sion and the whole of its available debt incurring power utilized by the proposed commission to the exclusion of other pub-lic purposes such as schools, hospitals mittee, Was Envoy.

and water supply. and water supply.

"The proposed commission is also authorized to sell or exchange the city's lands under water, parks and other public property. Under this authority the city of New York could be stripped of Tried to Represent All Pack-

Engaged Him.

"Fred Upham has explained the diffi-culty of getting the principals together, which, of course, I can appreciate. How-ever, our friends here whose backing and

The memorandum, Mr. Heney said. was written for the consideration of Ar-mour, Swift, Morris, Wilson and Cudahy, who had under advisement the questi-

Another letter read was dated July 23, 1917, and signed by Eversman. It was addressed to C. D. Skipworth, vice-president of Wilson & Co., and said that

Eversman had obtained a representative of a press association entitled to the privileges of the floor of Congress to

The Director of Railroads at Washington might not now permit us to spend the \$50,000,000 which this improvement would cost, but if you would establish a commission with full power we could secomplish much temporarily to facilitate freight movements with a small extended property. Under this authority the city of New York could be stripped of its entire waterfront.

"The principle of exchanging parcels of land owned by the city for Tailroad property so as to consolidate the ownership of the entire waterfront in the railroad company has been thoroughly coners, but Only Wilson & Co. demned and disapproved."

LOW RECORD FOR STRIKES.

History Take Place.

Washington, Feb. 27.—Not since the Department of Labor was organized have there been so few strikes in progress as at present, Secretary Wilson said to-day. Places where cessations of work have occurred are relatively few, and many of the strikes do not directly affect the war preparations. A number of them are the strikes of street car operatives. Perhaps the most serious industrial dispute pending is the walkout of 5,000 metal trades workers in the Birmingham. Ala., district. Secretary Wilson said the Department's mediation service was in touch with the situation, and that additional mediators will be sent into the district if needed.

ELECTION CASES DROPPED.

ators Discharged by Court. Indianapolis, Feb. 27.—Declaring that the Government had failed to establish its case as outlined in the indictment Federal Judge A. B. Anderson to-day or-dered the dismissal of the case against former Mayor Roswell O. Johnson of Gary, Ind., and six other Republicans of Gary, Ind., and six other Republicans of Work so results will be produced."

Gary and Lake county, who were charged with violation of the election law. The trial was started yesterday in Federal court here. The action of Judge duced another written in the form of a Anderson came after the Government had introduced all of its evidence and introduced. an argument was heard on the question / 'Alssion.

ROCHESTER, N. Y., Feb. 27 -A fire that threatened Rochester's factory dis-trict in the Mill street section this morning was confined to the plant of R. Whalen & Co., tobacco manufacturers, and devolved upon a commission of "New York city is suffering too much five story brick building, where it broader vision like the New York and already from numerous commissions and started, after the building had been boards authorized to commit the city to partly burned. Several employees were

It is an inspiration to observe the

flags waving on the desks of department

heads in our Chicago office, indicating

that every employe in the department

is buying War Savings Stamps every

tributing weekly sums to a comfort fund

through their Military Welfare Associ-

ation to provide their associates in

service with smokes, sweets and other

being kept in their homes.

and are doing it cheerfully.

official family.

sacrifice more.

nificent war record.

Food Conservation pledges are

In our employes' restaurants we are

The name of Swift was never asso-

The company is proud of this mag-

Our employes know that there will

With a full and grave conception

be other appeals and they stand as a

unit, 48,000 strong, eager to give and

of our mutual obligation we blend our

loyalty and responsibility with theirs.

abstaining from meat and wheat on

the days now on our war calendar.

ciated with more valiant patriots than

the men and women who make up its

Swift employes, voluntarily, are con-

BINGHAM WEALTH

Shows Flagler Widow Held \$32,000,000 in Standard's Stocks.

GOT A SALARY OF \$2,500 JEWELS WORTH \$600,000

Her Interest in Flagler Trust Fund Is Placed at 89.087.339.

CHICAGO, Feb. 27 .- Letters setting Special Despatch to Ten Sus LEXINGTON, Ky., Feb. 27.—The com-lete list of personal property owned by forth the desire of John C. Eversman recently secretary of the Republican Congressional Committee and assistant the property held in trust under the heading "Flagler Trust Fund" was made public to-day. It shows Mrs. Bingham's taxable estate in Kentucky is worth \$55,000,000, with certain properties in secretary of the Republican National Committee, to represent the packers in Washington and of his employment by Wilson & Co. as their representative in the capital enlivened the final minutes of

the capital enlivened the final minutes of to-day's hearing of the Federal Trade Commission's investigation of the packing industry.

Mr. Eversman outlined in detail, according to letters introduced, his qualifications as the packers' Washington representative. Other letters introduced by Francis J. Heney, counsel for the commission, showed that the packers did not join in hiring Eversman, but that he

not join in hiring Eversman, but that he was employed in the capacity he suggested by Wilson & Co. at a much smaller salary than he named in his ne-gotiations with the five packing houses. The first of the Eversman letters was dated Washington, D. C. May 5, 1917, and was addressed to Henry Veeder of Chicago, counsel for Swift & Co. It read:

There are a large number of holdings in other concerns for smaller amounts, the lowest being a mortgage lien on land belonging to Burrus Corprew and Sue Corprew in Virginia for \$10,000.

cooperation I can count on are hoping that possibly things will come to a fa-vorable head the forthcoming week. They are willing to help me organize the Mrs. Bingham's private railroad car Whitehall is valued at \$20,000. Her jewels are estimated to be worth more than \$600,000. Tiffany & Co. in New York have \$60,967 worth, while other jewels valued at \$543,975 are in Ken-

tucky. Among the latter is a medium length string of 111 pearls with a diamond clasp, valued at \$200,000; another string of 51 pearls with a diamond clasp valued at \$122,500; a string of graduated pearls, 213 in all, with a diamond

ated pearls, 213 in all, with a diamond clasp, valued at \$75,000.

There are thirty-one articles of jewelry, the smallest valuation being \$100 put on two gold hairpins with small diamonds. Mrs. Bingham had a diamond ring valued at \$10,000 and a wrist watch worth \$1,000. Pearls, diamonds and rubies were apparently her favorites. Mrs. Bingham owned an interest in the "Flagier Trust." an appraisal of which "Flagier Trust." an appraisal of which was also made public. In this the Florida East Coast Railway is the leading item, its valuation being put at \$2,625,000. The Florida East Coast Car

Foundry Company is valued at \$1,190,-700, and the Florida East Coast Hotel Company at \$1.750,000. Stock in the National Fuel Gas Company is put at \$765,000, shares in the Cuba Company, \$462,500; Vacuum Oil Company shares,

Trustees under the will of Henry M Trustees under the will of Henry M. Flagier hold \$21,520,722 worth of property, the chief item being Florida East Coast general mortgage of \$21,000,000, Liberty Bonda held under this fund are placed at \$239,572. The cash is given at \$1,980,360. Accounts receivable by this fund are placed at \$4,904,429, accounts payable \$811,27,21 payable \$611,297.81.

War Plane Over Central Park. A war biplane appeared high over Central Park yesterday afternoon, looped a few loops and then flew back into the hase over Long Island. At the Mineola Aviation Field it was said that Capt. Thomas Hitchcock, Sr., had taken a half hour or so off from his duties as in-structor in aviation and gone for a

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\$1.15 Negligee Shirts, \$1.25 \$4.00 Silk

Shirts, \$2.85

\$1.50 Pajamas 98c (Percale)

Bosom Shirts

\$2.00 Bates Street

flight over New York.

\$2.00 Pajamas \$1.50 (Madras)

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To Hotels, Apartment Houses, Office Buildings and All Others Interested

Under the provisions of Chapter Four of the Laws of 1918 no person, Under the provisions of Chapter Four of the Laws of 1918 no person, partnership or corporation in any county bordering on the Hudson River or upon Long Island shall manufacture artificial ice after March 1, 1918, under a penalty of \$50 per day. This is to give notice that temporary permits pending application for permanent permit will be granted upon written application to the Ice Comptroller at his office, Room 3233, 120 Broadway; New York, if such application is made prior to February 28, 1918.

B. B. ODELL, Ice Comptroller.

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ier Caruso, Amato, Rothier, Cond Montens
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